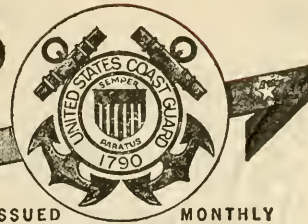


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# COAST GUARD BULLETIN



Volume 3

WASHINGTON, OCTOBER 1947<sup>1</sup>

Number 28

## PEACETIME INTERNATIONAL WEATHER PATROL OF AT- LANTIC TAKES FORM

The international ocean weather station program, agreed to by the various members of the International Civil Aviation Organization, is now taking definite form, through the action of the various member countries. By international agreement, a total of 13 stations are eventually to be established in the Atlantic Ocean. The United States is to man 7 of these, 1 is to be manned by the United States and Canada jointly, 2 are to be manned by the United Kingdom, 1 is to be manned by the Netherlands and Belgium jointly, France has been assigned 1 station, and the remaining station will be operated jointly by Norway, Sweden, and the United Kingdom.

At the present time, Station C, located in mid-Atlantic, is the only station being operated by the United States, but Station A, lying to the northwest of Station C, is expected to be in operation shortly. Of the European nations that are committed to this ocean station program, Great Britain will have 2 corvettes on station shortly. France expects to have its station in operation this fall. Their weather ships will be frigates furnished and equipped for this type of duty by the United States. The Netherlands and Belgium Governments, manning 1 station between them, have also acquired American frigates and special equipment to fulfill their obligation and have these about ready to go into operation.

The adherents to the International Civil Aviation Organization are: Belgium, Canada, France, Ireland, the Netherlands, Norway, Sweden, the United Kingdom, and the United States. Weather stations agreed upon are to be as follows:

- Station A:  
62°00' N--- Mid-Atlantic.  
33°00' W.
- Station B:  
56°30' N--- Western North Atlantic.  
51°00' W.
- Station C:  
52°45' N--- Mid-Atlantic.  
35°30' W.
- Station D:  
44°30' N--- Western North Atlantic.  
41°00' W.
- Station E:  
34°00' N--- Western North Atlantic.  
52°00' W.
- Station F:  
35°30' N--- Western North Atlantic.  
40°00' W.
- Station G:  
46°00' N--- Eastern North Atlantic.  
29°00' W.
- Station H:  
36°00' N--- Western North Atlantic.  
70°00' W.
- Station I:  
60°00' N--- Eastern North Atlantic.  
20°00' W.
- Station J:  
53°50' N--- Eastern North Atlantic.  
18°40' W.
- Station K:  
47°00' N--- Eastern North Atlantic.  
15°00' W.

<sup>1</sup> Published with the approval of the Director of the Budget.  
Distribution (SDL No. 30):

- A: a, c, d (5 ea); e, f, h, m (3 ea); remainder (1 ea)
- B: c (14 ea); g (7); e, f, h, l (5 ea); j (3 ea); k (2 ea); remainder (1 ea)
- C: all (1 ea)
- D: all (1 ea.)
- List 102
- List 118

Station L:  
39°00' N--- Eastern North Atlantic.  
17°00' W.  
Station M:  
66°00' N--- Eastern North Atlantic.  
02°00' E.

### COAST GUARD ASSISTS IN SEVEN MAJOR FLOODS DURING PAST FISCAL YEAR

Flood-relief work accomplished by the Second Coast Guard District, embracing the general area drained by the Mississippi River system, during the fiscal year ending June 30, 1947, included the evacuation of 1,074 persons in danger of loss of life, and the removal to safety of animals and farm products valued at more than \$80,000. The annual report of the district commander for the period just mentioned described relief operations in the following floods:

East St. Louis, Ill.—August 1946.  
Mississippi River—April and May 1947.  
Meramec River—April 1947.  
Mississippi River—June 1947.  
Missouri River—June and July 1947.  
Des Moines River—June 1947.  
Iowa River—June 1947.

The type of assistance rendered in each case varied with the conditions. The use of small boats for evacuation of persons in peril, the provision of emergency communications facilities, supplying of pumps for emergency fire service, and the delivery of medical supplies were typical. Regular Coast Guard personnel were augmented in certain instances by members of the Coast Guard Auxiliary, and at all times the Coast Guard operated in cooperation with local authorities, other military personnel, and the Red Cross.

Where floods were expected, either from experience in previous years, or from reports of flood-causing conditions, Coast Guard aircraft conducted aerial surveys. These surveys were of material value in the making of day-to-day forecasts and in spotting isolated stricken areas, such facts being utilized not only by the Coast Guard in alerting its forces, but by other relief agencies.

Statistics prepared by the American Red Cross for the floods in question showed the following:

Homes destroyed-----	72
Homes damaged-----	8, 631
Barns destroyed-----	63
Barns damaged-----	2, 810
Business and miscellaneous buildings destroyed-----	1, 274

Business and miscellaneous buildings damaged-----	10, 472
Persons injured-----	93
Persons required to evacuate their homes-----	39, 289
Livestock loss-----	33, 091

### CADETS GET AVIATION FAMIL- IARIZATION TRAINING AT ELIZABETH CITY

A summer aviation course has just been completed by the cadets of the second class from the Coast Guard Academy at the Coast Guard Air Station, Elizabeth City, N. C. Main objectives of this course were three in number, namely:

To impart to the cadets a general knowledge of the history of Coast Guard aviation in order that they might have an appreciation of the background of present day activities and an understanding of the vital importance of aviation in daily Coast Guard operations.

To impart to the cadets a general knowledge of the existing aeronautical organizations and facilities, in order that a well-balanced view of the place of aviation in the Coast Guard would be obtained.

To familiarize the cadets with the general characteristics and operational uses of Coast Guard aircraft, the basic considerations governing their use, and their capabilities and limitations, in order to foster an appreciation and understanding of the problems of employment of Coast Guard aircraft and their coordination with ground and surface units.

Flight training was not a part of the course, although the cadets were taken on flights whenever opportunities offered.

While cadets have visited air facilities in groups in other recent years, this is the first time that a class of cadets has been sent to an air station for organized instruction. The classwork given the cadets at Elizabeth City this year being in charge of aviation officers from the air station itself, from Headquarters, and from the Academy.

### COAST GUARD'S RESPONSIBILITY FOR SEA, AIR RESCUE IS DEFINED

The part which the Coast Guard is to play in implementing the program of the International Civil Aviation Organization has been further clarified by Commandant's Circular No. 23-47, dated 28 August. The convention on inter-

national civil aviation having been duly ratified by the United States, its requirements in certain areas has become a United States obligation, and the obligations have been accepted for the Coast Guard by the Secretary of the Treasury.

The Coast Guard has become the coordinating agency for search and rescue operations for the United States over water areas for the protection of international civil aviation. The Secretary of the Treasury has indicated that the Coast Guard is to take adequate measures to insure the coordination of civil and military facilities to the fullest extent possible.

The principal nations bordering the North Atlantic Ocean have formed the North Atlantic Ocean Weather Station Agreement which provides for the establishment and operation of ocean station vessels by the several nations for the purpose of weather reporting and providing services to aircraft in the fields of communications, search and rescue, and navigation. Official United States acceptance of the weather station agreement is now pending. The Secretary of the Treasury accepted the responsibility for carrying out the United States share of the agreement, delegating the duty to the Coast Guard. This responsibility has been confirmed at least in part by Coast Guard appropriations for the fiscal year 1948.

#### REAR ADMIRAL THOMAS A. SHANLEY IS RETIRED FOR AGE

Rear Admiral Thomas A. Shanley, commander of the Fifth Coast Guard District since November 1941, was retired from active service on September 1, having reached the statutory retirement age.

Rear Admiral Shanley was born in 1885, in West Haven, Conn. He attended public schools in New Haven and graduated from the Hillhouse High School. He entered the Revenue Cutter School of Instruction in May 1901, and was graduated from it in February, 1907, upon which he was commissioned a third lieutenant.

He performed sea duty on various cutters, including the following: *Mo hawk*, 1907; *Onondaga*, 1908-12; *Unalga*, 1912-13; *McCulloch*, 1913-15; and *Comanche*, 1915-17. During World War I he was commanding officer of the U. S. S. *Patterson*, on the Pacific coast, and the U. S. S. *Itasca*, on the Atlantic coast. In 1919 he served aboard the cutter *Seminole*.

His other assignments included: anchorage duty at Chicago in 1909; Torpedo School, Newport, R. I., in 1911; assistant inspector of shipbuilding at Everett, Wash., and Oakland, Calif., 1919-22; service aboard the *Modoc* in 1923; captain of the yard at the depot, Curtis Bay, Md., 1923-26; commanding officer of the *Tuscarora*, 1927-28; commanding officer of the *Haida*, 1928-31; supply and accounts officer at headquarters, 1931-34; commanding officer of the *Mojave* in 1934; and commanding officer of the *Cayuga* in 1935.

In 1941, he became district commander at Boston, and took up the corresponding post in Chicago in 1941. From 1944 to 1946 he was Inspector, Pacific coast; and in November 1946 he was named district commander at Norfolk, Va.

#### COAST GUARD MARKS COURSE FOR AND PATROLS PRESI- DENT'S CUP REGATTA

Marking of the course for the President's Cup Regatta, held at Washington on the Potomac River September 13-14, and September 20-21, was again carried out by a Coast Guard tender class cutter, as in previous years, and a number of patrol boats were in attendance for patrol purposes.

With Capt. L. H. Baker aboard as regatta patrol officer, the cutter *Aurora* was anchored at the finish line, with regatta officials and members of the press aboard. In addition, six 38-foot patrol boats, and two 30-foot patrol boats, plus several Coast Guard auxiliary craft, all radio equipped, patrolled various parts of the race course.

Buoyage for the race, including both those buoys marking the actual course, and those marking the lines to which the spectators were restricted, were placed by the tender class cutter *Mistletoe*. About 34 special buoys were required for these purposes.

This is the twentieth year the Coast Guard has patrolled the President's Cup Regatta.

#### BELGIAN GOVERNMENT MAKES AWARDS TO C. G. PERSONNEL FOR GANDER RESCUE

Special awards have just been made by the Prince Regent of Belgium in recognition of exceptionally meritorious assistance lent on the occasion of the misfortune that befell a Belgian civilian airliner over (Gander) Newfoundland last year by certain person-



nel of the United States Coast Guard. These awards have been transmitted by the Belgian Ambassador to the Secretary of the Treasury, and arrangements are now being made by the Coast Guard for their formal presentation to the recipients.

The so-called Gander rescue constituted an outstanding example of both international as well as interservice cooperation, as well as demonstrating the value of the helicopter on rescue missions. The important part which the Coast Guard played was in quickly disassembling helicopters for air shipment to Newfoundland, reassembling these planes at an airfield near the scene of the crash, and in coordinating other planes with the helicopter for the prompt removal of the crash victims. Because immediate removal of injured victims was imperative, there was not time for lengthy flights of the helicopter. From a spot close to the scene of the crash, the victims were carried to a small lake where a transfer was made to a Coast Guard PBY-5A plane, completing the journey to Gander in this manner. A Coast Guard PB-1G (ex B-17) plane was also used for the transportation of supplies and equipment.

Commander Frank A. Erickson, Officer de l'Ordre de Leopold.

Lieutenant Commander L. L. Davis, Officer de l'Ordre de la Couronne.

Lieutenant Commander J. N. Schrader, Officer de l'Ordre de la Couronne.

Commander Joseph Giffin, Officer de l'Ordre de la Couronne.

Lieutenant Alvin N. Fisher, Chevalier de l'Ordre de Leopold.

Lieutenant Aug. Kleisch, Chevalier de l'Ordre de Leopold.

Lieutenant Stewart R. Graham, Chevalier de l'Ordre de Leopold.

Lieutenant Walter C. Bolton, Chevalier de l'Ordre de Leopold.

Lieutenant F. W. Brown, Chevalier de l'Ordre de Leopold.

Ensign A. J. Guilenette, Chevalier de l'Ordre de Leopold II.

Ensign W. N. Killebrew, Chevalier de l'Ordre de Leopold II.

Aldrich G. Bailey, Medaille d'Argent de l'Ordre de Leopold II.

Oliver F. Berry, Medaille d'Argent de l'Ordre de Leopold II.

Francis A. Vanelli, Medaille d'Argent de l'Ordre de Leopold II.

Coale Eldridge, Medaille d'Argent de l'Ordre de Leopold II.

James Watson, Medaille d'Argent de l'Ordre de Leopold II.

Gus Jablonski, Jr., Medaille d'Argent de l'Ordre de Leopold II.

James A. Boons, Medaille d'Argent de l'Ordre de Leopold II.

Edward Gawrysiak, Medaille d'Argent de l'Ordre de Leopold II.

Rudolph H. Schoning, Medaille d'Argent de l'Ordre de Leopold II.

Robert J. O'Leary, Medaille d'Argent de l'Ordre de Leopold II.

Mervin E. Westerberg, Medaille d'Argent de l'Ordre de Leopold II.

Richard C. Osborn, Medaille d'Argent de l'Ordre de Leopold II.

Leo Bryzcki, Medaille d'Argent de l'Ordre de Leopold II.

L. S. Smith, Decoration Militaire de 2<sup>ieme</sup> Classe.

R. B. Merritt, Decoration Militaire de 2<sup>ieme</sup> Classe.

S. C. Mills, Decoration Militaire de 2<sup>ieme</sup> Classe.

E. C. Joseph, Decoration Militaire de 2<sup>ieme</sup> Classe.

C. T. Peistrup, Decoration Militaire de 2<sup>ieme</sup> Classe.

J. L. Shaffer, Decoration Militaire de 2<sup>ieme</sup> Classe.

M. M. Robbins, Decoration Militaire de 2<sup>ieme</sup> Classe.

E. B. Sapp, Decoration Militaire de 2<sup>ieme</sup> Classe.

W. H. Herpel, Decoration Militaire de 2<sup>ieme</sup> Classe.

C. B. Whidden, Decoration Militaire de 2<sup>ieme</sup> Classe.

G. H. Hallen, Decoration Militaire de 2<sup>ieme</sup> Classe.

D. W. Altheimer, Decoration Militaire de 2<sup>ieme</sup> Classe.

R. Cebula, Decoration Militaire de 2<sup>ieme</sup> Classe.

A. T. Cook, Decoration Militaire de 2<sup>ieme</sup> Classe.

H. L. Haas, Decoration Militaire de 2<sup>ieme</sup> Classe.

J. J. Smilari, Decoration Militaire de 2<sup>ieme</sup> Classe.

A. J. Wesolowski, Decoration Militaire de 2<sup>ieme</sup> Classe.

J. M. Sommerville, Decoration Militaire de 2<sup>ieme</sup> Classe.

J. P. Simmons, Decoration Militaire de 2<sup>ieme</sup> Classe.

For their part in this same rescue, the Coast Guard is also awarding the Distinguished Flying Cross to Lt. Comdr. L. L. Davis, and Lt. Comdr. J. N. Schrader; and the Air Medal to Commander Frank A. Erickson, Lt. Aug. Kleisch, Lt. Stewart Graham, Lt. Walter C. Bolton, Lt. F. W. Brown, Lt. (jg) Charles E. MacDowell, Ensign A. J. Guilenette, and Ensign W. N. Killebrew.

## COAST GUARD TO ISSUE NEW MOTORBOAT REGULATIONS IN PAMPHLET FORM

A new edition of the motorboat regulations, embracing the safety requirements for motorboats operated for pleasure and commercial fishing purposes and the requirements for the numbering and recording of undocumented vessels, has been issued by the Coast Guard, and will soon be ready for distribution in pamphlet form. These regulations have already appeared in the Federal Register, and a digest will be published as Coast Guard Navigation and Vessel Inspection Circular No. 9-47.

Principal change in the regulations, which were published in the Federal Register of 31 January 1947, and are now in effect, is the exemption of **outboard motorboats not exceeding 16 feet in length** from the numbering requirement. It is estimated that there are approximately 100,000 such motorboats in the United States.

An important change in Coast Guard procedure, outlined in the new regulations is that regarding the issuance of temporary permits to operate undocumented vessels. An officer in charge, marine inspection, may now issue a permit to operate a vessel which enables the owner or operator to make use of his craft without subjecting himself to penalties for nonproduction of a certificate of award, until such time as the permanent certificate of award has been issued by the Coast Guard district commander. With over 427,000 numbered and undocumented vessels in United States waters, and many new craft being built each year, this change in procedure is of considerable importance to the boating public. The following quotations are from the new circular:

Navigation and Vessel Inspection Circulars Nos. 75, 77, and 78 are hereby canceled as the supply for public distribution is exhausted. The requirements covered by these circulars have not been changed but have been only rewritten and incorporated into this circular, together with other pertinent additional material based on inquiries received since these circulars were issued. These changes include a definition of the word "motorboat," the extent of the application of the Motorboat Act of April 25, 1940 (46 U. S. C. 526), the Numbering Act of June 7, 1918, as amended (46 U. S. C. 288), and a general statement concerning application of certain inspection laws of the United States to motor-propelled vessels of

above 15 gross tons carrying freight and/or passengers for hire. The extent of the application of the Act of June 7, 1918, as amended, and the regulations issued thereunder is also more fully set forth, with particular reference to pleasure vessels of 16 gross tons and over, which, while entitled by reason of tonnage to documentation as yachts, are not documented but are numbered under the provisions of the act.

The latest law affecting motorboats in the matter of their equipment is contained in an act of Congress dated April 25, 1940 (46 U. S. C. 526-526t), which superseded the Motorboat Act of 1910. This statute and the regulations issued thereunder are applicable to all motorboats and certain other vessels propelled by machinery other than by steam more than 65 feet in length, with certain exceptions.

The act of June 7, 1918, as amended, which provides for the numbering and recording of undocumented vessels, is applicable to every undocumented vessel propelled in whole or in part by machinery, owned in the United States and found on the navigable waters thereof, except public vessels and vessels not exceeding 16 feet in length measured from end to end over the deck excluding sheer, temporarily equipped with detachable motors. The words "public vessels" as used in this act include vessels owned by the United States and any state, county, city or municipality where such vessels are used in a governmental capacity. The exemption in favor of vessels not exceeding 16 feet in length temporarily equipped with detachable motors, is construed to apply to any undocumented vessel not exceeding 16 feet in length equipped with an outboard motor.

Given below is a brief digest of the more important features of the Motorboat Act of April 25, 1940, and the regulations issued thereunder:

A. A motorboat as defined by the act of April 25, 1940, includes any vessel propelled by machinery and not more than 65 feet in length except tugboats and towboats propelled by steam.

B. Fines and penalties will not be incurred for failure to carry the following equipment:

- (a) Pilot Rules.
- (b) Fire extinguishers on outboard motorboats.
- (c) Fog bells on motorboats less than 26 feet.
- (d) Whistles on motorboats less than 16 feet.
- (e) Fog horns on all motorboats.

*C. Navigation lights.*—If lights now installed are those which complied with the old motorboat law and have the range of visibility required by the new act, they may be continued in use as long as they are in serviceable condition. Lights installed or fitted 6 months after the termination of the national emergency shall be of a type approved by the commandant.

*D. Whistles.*—If the whistle on board complies with the audibility requirements of the rules even though not the type of whistle required, it may be continued in service until 6 months after the termination of the national emergency. After that date the specified type is required.

*E. Lifesaving equipment.*—A lifesaving device is required for every person on board. Box-type buoyant cushions will be permitted as life preservers on boats up to 40 feet in length. Life preservers or ring buoys are required for motorboats 40 feet and over. Purchasers of lifesaving equipment should look for the label or stamp indicating that the device is of a type approved by the Coast Guard.

*Commercial fishing motorboats—life floats.*—Wooden life floats made of light buoyant wood may be used on commercial fishing motorboats.

*F. Ventilation.*—All motorboats which are constructed or decked over after April 25, 1940, and which use gasoline or other liquid fuel having a flash-point of less than 110° F. shall be provided with ventilation as follows:

(a) At least two ventilators fitted with cowls or their equivalent for the purpose of properly and efficiently ventilating the bilges of every engine and fuel tank compartment in order to

remove any inflammable or explosive gases.

(b) The ventilation of the boat is not required where the greater portion of the bilges of the engine and fuel tank compartments is open to the natural atmosphere.

*G. Fire extinguishers.*—The number of extinguishers listed in the table is required on board. The extinguishers on motorboats, if in good and serviceable condition, may be used until 6 months after the national emergency. Purchasers of fire extinguishers may inquire from the seller if the extinguisher is of a type approved by the Coast Guard. When in doubt, this information may be obtained from the Officer in Charge, Marine Inspection, U. S. Coast Guard, in the area where the motorboat is located, or from the Commandant (MVI), U. S. Coast Guard, Washington 25, D. C.

*H. Reckless operation.*—Any person who shall operate any motorboat or any vessel in a reckless or negligent manner so as to endanger the life, limb, or property of any person shall be deemed guilty of a misdemeanor and on conviction thereof by any court of competent jurisdiction shall be punished by a fine not exceeding \$2,000, or by imprisonment for a term of not exceeding 1 year, or by both such fine and imprisonment, at the discretion of the court.

From the following table one may readily determine the equipment required on the various classes of motorboats which are operated for pleasure purposes. The failure to have such equipment on board at all times when the vessel is operated, constitutes a menace to safety of life and subjects the owner and vessel to the penalties prescribed by law.



*Equipment requirements for pleasure and commercial fishing motorboats*

Equipment	Class A 0 to 16 feet	Class 1 16 to 26 feet	Class 2 26 to 40 feet	Class 3 40 to 65 feet
Combination light	1 in fore part of boat showing red to port and green to starboard from right ahead to 2 points abaft the beam. Visible at least 1 mile.		None-----	None.
Port side light-----	None-----	None-----	1 on port side, properly screened to show red from right ahead to 2 points abaft the beam, visible at least 1 mile.	
Starboard side light	None-----	None-----	1 on starboard side properly screened to show green from right ahead to 2 points abaft the beam. Visible at least 1 mile.	
Stern light-----	1 bright white light aft showing all around the horizon. Visible at least 2 miles.			
Bow light-----	None-----	None-----	1 bright white light in fore part of boat showing from right ahead to 2 points abaft the beam on both sides. Visible at least 2 miles.	
Whistle <sup>1</sup> -----	None-----	1 hand, mouth, or power-operated audible at least ½ mile.	1 hand or power-operated audible at least 1 mile.	1 power-operated, audible at least 1 mile.
Bell-----	None-----	None-----	1 which produces, when struck, a clear bell-like tone of full round character sties.	
Lifesaving devices <sup>2</sup> ..	1 life preserver or ring buoy or buoyant cushion for each person on board.			1 life preserver or ring buoy for each person on board.
Flame arresters----	1 on each carburetor of all gasoline engines installed after Apr. 25, 1940, except outboard motors.			
Ventilation-----	At least 2 ventilators with cowls or equivalent capable of removing gases from the bilges in engine and fuel tank compartments of boats constructed or decked after Apr. 25, 1940, using gasoline or other fuel of a flashpoint less than 110° F.			
Fire extinguishers..	1 1-quart carbon tetrachloride or 1 1¼-gallon foam or 1 4-pound CO <sub>2</sub> extinguisher None required on outboard motorboats.		2 1-quart carbon tetrachloride or 2 1¼-gallon foam or 2 4-pound CO <sub>2</sub> extinguishers.	3 1-quart carbon tetrachloride or 3 1¼-gallon foam or 3 4-pound CO <sub>2</sub> extinguishers.

<sup>1</sup> Commercial fishing motorboats may carry any of these specified devices.<sup>2</sup> Commercial fishing motorboats may carry in lieu of this specified equipment prescribed wooden life floats.

## NUMBERING AND RECORDING OF UNDOCUMENTED VESSELS

Under the act of June 7, 1918, as amended, and the regulations issued thereunder, every undocumented vessel operated in whole or in part by machinery, owned in the United States and found on the navigable waters thereof, except public vessels and vessels not exceeding 16 feet in length, measured from end to end over the deck excluding sheer, temporarily equipped with detachable

motors, shall be numbered. A clarification of the language of this statute is contained on page 2 of this circular. The requirements contemplate that machinery-propelled undocumented vessels of less than 5 net tons used for commercial purposes, which are owned in the United States and found on such waters, be numbered under the provisions of the act as such vessels, by reason of tonnage, are exempt from documentation. The Numbering Act,

however, is for the purpose of identification only and the certificate of award of number which is issued to any such vessel is solely for such purpose. It is not an authorization, license or permit for any such vessel to engage in trade.

Vessels of 16 gross tons and over used exclusively for pleasure purposes are entitled to be documented as yachts by the Customs. The documentation of such vessels as yachts is not a mandatory requirement, however, and where such vessels are machinery-propelled and found on United States waters, if not documented, they must be numbered under the provisions of the act. There is no restriction as to length, tonnage or size of such vessels and the provisions of the Numbering Act should not be confused with those of the Motorboat Act of 1940 providing for the equipment of motorboats not exceeding 65 feet in length and with other machinery-propelled vessels. The regulations issued by the Commandant under authority of the Numbering Act clarify the language of the statute requiring the following undocumented vessels to be numbered:

(a) All boats equipped with permanently installed motors.

(b) All boats over 16 feet in length equipped with detachable motors.

The following undocumented vessels are not required to be numbered:

(a) Public vessels.

(b) All boats not exceeding 16 feet in length temporarily equipped with detachable motors.

(c) Motor lifeboats carried as life-saving equipment on inspected vessels. The words "temporarily equipped with detachable motors" shall be construed to mean outboard motors which are clamped or otherwise temporarily fastened as distinguished from outboard motors bolted or otherwise permanently secured. The controlling principle shall be whether or not the vessel has permanently installed motors rather than the design or construction of the vessel. A boat designed specifically for the use of an outboard motor as the ordinary means of propulsion if not exceeding 16 feet in length, is nevertheless exempt from the requirements of the act if temporarily equipped with an outboard motor.

#### APPLICATIONS AND ISSUANCE OF NUMBERS

(a) Upon the purchase of an undocumented vessel which has been issued a certificate of award of number under the provisions of the act of June 7, 1918, as amended, and after completion of the bill of sale on the reverse side of the

certificate by the vendor or the former owner, the purchaser should execute the application for number for undocumented motor vessel, which is incorporated on the reverse side of the certificate of award of number (CG 1513) and surrender the certificate, bill of sale, and application for a new number to the Officer in Charge, Marine Inspection, U. S. Coast Guard, having jurisdiction over the area in which the vessel is owned, within the statutory period of 10 days. That officer upon receipt of the certificate with the bill of sale and application properly executed and upon being satisfied with the evidence of ownership, will assign a number to the vessel and forward the certificate and accompanying papers to the District Commander for processing. He will at the same time issue to the new owner a letter authorizing the operation of the vessel for a limited period, without the certificate of award of number on board, pending the issuance of such papers by the District Commander.

(b) In the case of such vessels which are new or which have never been numbered under the provisions of the act of June 7, 1918, as amended, or which are operating under the old form of certificate of award of number, application should be made to the Officer in Charge, Marine Inspection, U. S. Coast Guard, having jurisdiction over the area in which the vessel is owned, for a certificate of award of number by presenting proper evidence of ownership such as a bill of sale, builder's certificate, etc., and by the execution of Form CG 1512, application for number for undocumented motor vessel. Upon the execution of these cards in duplicate and the presentation of evidence of ownership, the Officer in Charge, Marine Inspection, U. S. Coast Guard, will accept the application and accompanying papers, transmitting same to the District Commander for processing and will thereupon assign a number to the vessel, at the same time issuing a letter authorizing the operation of the vessel for a temporary period under the numbers assigned and pending the issuance of a certificate of award of number by the District Commander.

#### *Number required on bows of vessel.*—

Upon assignment of a number by the Officer in Charge, Marine Inspection, U. S. Coast Guard, or upon receipt of the certificate of award of number, the number awarded shall be painted or attached to each bow of the vessel and shall be in block characters of good proportion and not less than 3 inches in height,



reading from left to right and parallel with the waterline, as near the forward end of the bow as legibility of the entire number for surface and aerial identification permits. The number shall also be of a color in contrast with the color of the hull so as to be distinctly visible and legible.

*Carrying certificate of award of number.*—The certificate of award of number must be kept on board at all times (unless in the custody of the Coast Guard), except in the case of vessels not exceeding 17 feet in length, or vessels whose design or fittings are such that the carrying of such certificate on board would render it imperfect, illegible, or would otherwise tend to destroy its usefulness as a means of ready identification.

#### COMMANDER BAKUTIS REPRESENTS COAST GUARD AT CAMP PERRY MATCHES

Commander Walter S. Bakutis, USCG, who represented the Coast Guard at the national rifle and pistol matches at Camp Perry, Ohio, recently, participated in 19 matches, and stood number 12 in the competition for the national trophy for pistol firing.

Commander Bakutis made a score of 268 in the pistol competition, this being made up of 79 points for slow fire at 50 yards, 96 points for time fire at 25 yards, and 93 points for rapid fire at 25 yards. A 45-caliber Colt automatic service pistol was used. His standing of number 12 was in a group of 449 participants, and earned for him a silver medal.

This is the first time since 1940 that the service has sent a contestant to the matches. Commander Bakutis was a member of the Coast Guard's rifle and pistol teams from 1935 to 1939.

#### CHANGES IN VESSEL STATUS

CG-83366

Placed in full commission on 28 August and assigned permanent station at Santa Barbara, Calif.

*Camelia* (WAGL-206).

*Shrub* (WAGL-244).

Declared surplus to the needs of the Coast Guard on 27 August.

*Faunce* (WSC-138).

Ordered moved to moorings, Cape May, N. J., when decommissioned.

*Rose* (WAGL-242).

*Adler* (WAGL-216).

Ordered decommissioned and moved to moorings, Kennydale, Wash.

#### NEW COAST GUARD COMMENDATION RIBBON IS AUTHORIZED BY TREASURY DEPT.

A commendation ribbon, to be awarded by the Secretary of the Treasury or the Commandant of the Coast Guard upon recommendation of a board of commissioned officers convened by the Commandant, has just been authorized.

The new commendation ribbon will take precedence next after the Silver Lifesaving Medal, but no medal is involved or represented by this ribbon. The new award is a ribbon  $1\frac{3}{8}$  inches wide by  $\frac{1}{2}$  inch long; of myrtle green with a  $\frac{1}{8}$ -inch white stripe inset  $\frac{1}{8}$ -inch from each edge, and  $\frac{3}{32}$ -inch white center stripe.

The commendation ribbon may be awarded to members of the armed forces of the United States serving in any capacity with the Coast Guard for meritorious service resulting in unusual and outstanding achievement rendered while the Coast Guard is serving under Treasury Department jurisdiction. Commendation must be individual.

The commendation ribbon will be awarded by including in an individual Secretary of the Treasury letter of commendation or Commandant's citation the statement \* \* \* "He is hereby authorized to wear the Coast Guard commendation ribbon."

A second and each succeeding award of the Coast Guard commendation ribbon will be represented by a  $\frac{1}{8}$ -inch bronze star placed symmetrically on the ribbon. Five such stars will be represented by a  $\frac{1}{8}$ -inch silver star similarly placed.

#### CADETS GET PAY INCREASE

Pay of cadets at the Coast Guard Academy was recently raised by Congress, from \$65 to \$78 per month. Thus, cadets now draw \$936 per year. This recent 20-percent increase just about takes care of higher living costs and uniform expenses. Pay at West Point and Annapolis was likewise increased by the law.

#### FINDINGS OF AMMONIUM NITRATE COMMITTEE ARE ANNOUNCED

The special interagency committee appointed by the Secretary of the Treasury upon recommendation of the Commandant of the Coast Guard to study the hazards of ammonium nitrate, has published its findings, to the effect that

it is felt that with proper precautions and adequate supervision of all phases of loading, stowage, and transportation on board vessels, this substance can be transported with reasonable safety.

The following is a digest of the committee's findings and recommendations:

Each of the two explosions at Texas City was precipitated by a dissimilar chain of events. The S. S. *Grandcamp* explosion (which occurred first) was the direct result of excessively high temperature and pressure caused by fire in the hold loading ammonium nitrate fertilizer and the subsequent failure to apply water, introduction of steam as an extinguishing agent, closing of hatches and sealing of hold ventilators. The S. S. *Highflyer* explosion (16 hours later) resulted from fire and the possible contamination of ammonium nitrate with sulphur. Sulphur was stowed in the hold of the S. S. *Highflyer* adjacent to ammonium nitrate. The S. S. *Highflyer* hatch covers and tarpaulins were blown off by the S. S. *Grandcamp* explosion. It is presumed that burning embers were later carried over the open hatches of the S. S. *Highflyer*.

The ammonium nitrate fertilizer of the type involved in the S. S. *Grandcamp* explosion consists of approximately 95 percent ammonium nitrate. It is not of itself unstable at a temperature below 200° F. It is not of itself readily ignitable, but when mixed with a combustible material it is a vigorous and strong supporter of combustion. It has a melting point of 336° F. at which temperature it gives off gaseous products which are both combustible and toxic. Temperatures at or above its melting point are critical.

Ammonium nitrate fertilizer is not classed as an explosive in Coast Guard regulations but is properly included in such regulations as an oxidizing material.

The most common hazard to ammonium nitrate fertilizer in marine transportation is fire involving combustible containers or adjacent combustible material that may be present in the hold. On both the S. S. *Grandcamp* and the S. S. *Highflyer* the fertilizer substance was contained in six-ply paper bags and was dunnaged with both wood and paper. Under such circumstances fire may be caused by, but not limited to, open flame, sparks, burning embers, live cigarettes, cigar butts, pipe ashes, oxyacetylene burning and welding, electrical grounds and short circuits, contamination by or contact with substances

capable of heating spontaneously and igniting, and other causes.

The initiating cause of the fire on the S. S. *Grandcamp* is undetermined, but the Coast Guard investigating board at Texas City was of the opinion that it was caused by the careless disposal of cigarette butts. The interagency committee accepts the findings of the Coast Guard board that smoking regulations were disregarded on the S. S. *Grandcamp* and therefore concurs that the primary cause of the disaster was the carelessness of men smoking.

Samples of the ammonium nitrate fertilizer from the S. S. *Grandcamp* were free from any contaminating material. Aboard the S. S. *Highflyer*, on the other hand, the presence of sulphur dust, bulk sulphur in the hold adjacent to that of ammonium nitrate, and the possibility of burning and molten sulphur having found its way into the lower hold containing the ammonium nitrate cargo, leads the committee to accept the presence of sulphur as a contributing cause to the rapid decomposition of the fertilizer substance. This belief was later substantiated by laboratory tests of ammonium nitrate with a 10-percent mechanical mixture of sulphur. These tests demonstrated conclusively the ability to completely detonate ammonium nitrate containing sulphur as a contaminant. The exact minimum percentage of sulphur contaminant necessary for complete explosion has yet to be determined. Further tests will be continued inasmuch as sulphur is a common article of marine commerce.

Extensive tests have shown that ammonium nitrate fertilizer will not heat spontaneously, it is not affected by friction nor normal impact encountered in transportation, and in the absence of confinement and pressure of gases as products of fire all combustible material will be consumed and the fire will then cease without explosion. Ammonium nitrate is a stable substance at temperatures below 200° F. It is necessary to change its chemical stability in order to effectuate an explosion. Its chemical stability (of large quantities) can be altered by (1) fire under confinement in a compartment which lends itself to the retention of heat and the building up of pressure, and (2) contamination with sulphur or other substances and subsequent ignition by fire.

The committee recognizes the above hazards in connection with ammonium nitrate fertilizer. But the committee also recognizes that there are hundreds

of different substances possessing minor or major hazards moving in commerce every day. These substances are used for the preservation of life, safeguarding of health, compounding medicines, heating, lighting, cooking, cleaning, transportation, preservation of food-stuffs and for other creature comforts. The economy of the Nation is influenced to a considerable degree by substances having dangerous characteristics which form a part of normal life. And the number of these dangerous substances is likely to increase in years to come. To prohibit the handling and transportation of any dangerous article or to impose restrictions of such severity as to make its transportation economically impossible, would eliminate all hazard in connection therewith. Such procedure, however, would not be a practicable solution to the problem at hand.

The committee agrees that the program of relief of devastated countries and the economy of the American farmer will be adversely affected if ammonium nitrate fertilizer is not utilized. Inasmuch as ammonium nitrate has proved to be an excellent nitrogen fertilizer, the committee feels that with proper precautions and adequate supervision of all phases of loading, stowage and transportation on board vessels, ammonium nitrate fertilizer can be transported with reasonable safety. The principal hazard to guard against on board vessels is fire.

To further the interests of safety in the transportation of ammonium nitrate fertilizer on board vessels, the committee makes pertinent recommendations to the effect that:

(1) the U. S. Coast Guard promulgate a requirement of regulations that vessels loading or unloading ammonium nitrate fertilizer cargo provide a fire watch.

(2) the U. S. Coast Guard initiate suggestive methods of preventing fires and extinguishment of fire on vessels having on board or loading or unloading ammonium nitrate fertilizer.

(3) as an interim measure of safety, the loading or unloading of ammonium nitrate fertilizer cargoes on or from vessels be done at facilities or anchorages designated by the Coast Guard.

(4) because Federal authority and State authority are constitutionally separate, municipal port authorities should secure the passage of local ordinances designed to prevent smoking at water-front facilities and to set up authorized smoking areas in the vicinity of such facilities, and

(5) since a virtual "no man's land" exists between Interstate Commerce Commission and Coast Guard regulations governing the transportation of dangerous articles by land and water, respectively, it would be appropriate for the Coast Guard to recommend certain suggested practices and safeguards as protection against fires, and procedures for extinguishment of fire involving ammonium nitrate fertilizer stored in warehouses on piers, wharves and other water-front facilities.

The committee believes that safety cannot be attained by written regulation alone and that the dissemination of information regarding practices to attain safety should be a continuing function on a cooperative basis between all persons concerned.

The interagency committee is comprised of 18 members who represent interested agencies in the handling and transportation of ammonium nitrate fertilizer from a national viewpoint. The committee has representation from the Departments of Treasury, War, Navy, Interior, Agriculture, and Commerce, the Army-Navy Explosives Safety Board, the Interstate Commerce Commission, the Maritime Commission, and the Bureau of Explosives. The first report was signed by 14 members of this special committee.

## DECORATIONS AND AWARDS MADE SINCE JULY

### BRONZE STAR MEDAL

Fortner, Lawrence T., BMlc.  
Higbee, Frank D., rear admiral (ret.).  
Jester, Erman E., coxswain.  
Johns, Bergum K., coxswain.  
Johnson, Henry G., Jr., coxswain.  
Karr, Teddy M., coxswain.  
Lodge, Robert K., coxswain.  
McKendree, William D., Slc.<sup>1</sup>  
Parker, John L., Jr., coxswain.  
Somma, Anthony S., CMlc.  
Vaclavek, John M., Jr., coxswain.  
Wright, Sidney G., coxswain.

### PRESIDENTIAL UNIT CITATION

Bahr, Harry, AS.  
Barker, Charles Hilton, CMoMM.  
Bohik, Franklin F., machinist.  
Brader, Wilbert J., BMlc.  
Evans, Raymond J., lieutenant (junior grade).  
Fox, James D., ensign (ret.).  
Gerald, Ralph S., CMoMM.

<sup>1</sup> McKendree, W. D.—BSM in lieu of Letter of Commendation with Ribbon.



Hansen, Joseph J., BM1c.  
 Harmon, Ernest M., CBM.  
 Marecek, Richard J., MoMM1c.  
 Rubinsky, Ludwig K., BM1c.  
 Scarborough, Richard J., BM1c (ret.).  
 Olsen, John H., BM1c.

## NAVY UNIT COMMENDATION RIBBON

Cotton, Henry L., CRM.  
 Frauenheim, John A., ensign (R).

## COMMANDANT'S CITATIONS

Budington, William G., surgeon, USPHS.  
 Hynes, Thomas J., lieutenant (junior grade) (R).  
 Jensen, Martinus P., commander (ret.).  
 Martinson, Albert M., captain.  
 Raumer, Frederick J., lieutenant (junior grade).  
 Sivils, Talmadge H., CAP.  
 Sugden, Charles E., captain (ret.).  
 Williams, Gwyn A. E., lieutenant (junior grade) (R).  
 Kerr, Evor S., Jr., commander.

## COMMANDANT'S LETTERS OF COMMENDATION

Awalt, Thomas Y., captain.  
 Barrett, James M., lieutenant commander.  
 McKean, George W., captain.  
 Wheeler, Philip H., lieutenant commander (R).  
 Whitfield, Edwin C., captain (ret.).  
 Cannon, Robert C., lieutenant (R).  
 Murphy, Charles J., lieutenant (R).

## COMMENDATION RIBBON

Hagan, Marshall J., S1c.

## AIR MEDAL

Pepmeier, Donald L., RM2c.

## CHANGES IN PERMANENT STATION OF VESSELS

*McLane*

From Sitka, Alaska, to Aberdeen, Wash. (in lieu of Grays Harbor, Wash.).

*Marion*

From Charlotte Amalie, V. I., to Norfolk, Va.

*Sassafras*

From Honolulu, T. H., to Cape May, N. J.

*Balsam*

From San Francisco, Calif., to Astoria, Oreg.

## CHANGES IN ASSIGNMENT

The following changes in assignments were made during the week ending August 15:

Commander Donald T. Adams, Thirteenth District office to *Iroquois* (CO).  
 Commander Bret H. Brallier, Ninth District office to *Gresham* (CO).  
 Commander Warren L. David, *Iroquois* to Base, Seattle, Wash. (CO).  
 Commander John P. German, Third District office to Ninth District office (chief, Aids to Navigation Section).  
 Commander Evor S. Kerr, Jr., *Sebago* to *Eastwind* (XO).  
 Commander Kenneth P. Maley, Eighth District office to Seventh District office (chief, Operations Division).  
 Commander Oscar C. Rohnke, *Campbell* to *Sebago* (CO).  
 Commander Carl H. Stober, *Mackinaw* to Eighth District office (Director of Auxiliary).  
 Lt. Comdr. Reginald W. Butcher, orders *Perseus* to Eleventh District office canceled; to marine inspection, Long Beach, Calif.  
 Lt. Comdr. Almond L. Cunningham, Yard to marine inspection, Honolulu, T. H.  
 Lt. Comdr. Roger M. Dudley, Air Station, St. Petersburg, Fla., to Air Station, Elizabeth City, N. C. (Senior aviator, Ice Patrol aircraft.)  
 Lt. Comdr. Edwin B. Ing, Air Station, Miami, Fla., to Air Station, Elizabeth City, N. C. (Ice Patrol aircraft.)  
 Lt. Comdr. Arthur W. Johnsen, Seventeenth District office to marine inspection, New York, N. Y.  
 Lt. Comdr. Lance J. Kirstine, Twelfth District office to marine inspection, San Francisco, Calif.  
 Lt. Comdr. Joseph Mazzotta, Moorings, pier 9, East River, New York, to *Tamaroa* (XO).  
 Lt. Comdr. Frank Paul, *Pontchartrain* to depot, Buffalo, N. Y.  
 Lt. Comdr. Paul E. G. Prins, *Eastwind* to marine inspection, New York, N. Y.  
 Lt. Comdr. Bernard E. Scanlan, Greenland representative, First District, to First District office (temporary duty pending further assignment).  
 Lt. Comdr. Niels S. Thomsen, Seventeenth District office to *Tupelo* (CO).

The following changes in assignments were made during the week ending August 22:

Capt. Vernon E. Day, yard to *Ingham* (CO).

- Capt. Carl E. Guisness, Third Coast Guard District office to *Duane* (CO).
- Capt. Edward M. Kent, yard to Headquarters (Naval Engineering Division).
- Capt. Rutherford B. Lank, Jr., Headquarters to yard.
- Capt. Dale R. Simonson, Headquarters to First Coast Guard District office (Engineering Division).
- Capt. Harry W. Stinchcomb, NORLANTPAT to Third Coast Guard District office (Retiring Board).
- Commander George N. Bernier, *Duane* to *Oicasco* (CO).
- Commander George W. Dick, Boston Rep., NORLANTPAT, to First Coast Guard District office (Chief Marine Engineering Section).
- Commander Theodore J. Fabik, First Coast Guard District office to yard (engineering duty).
- Commander James R. Hinnant, Seventh Coast Guard District office to base, Miami, Fla. (CO).
- Commander Herbert F. Walsh, *Ingham* to Seventh Coast Guard District office (chief, Personnel Division).
- Commander Alvin H. Giffin, First Coast Guard District office (TD pending furas) to *Evergreen* (CO).
- Lt. Comdr. Ernest A. Cascini, Academy to *Evergreen* (CO) (about 15 October).
- Lt. Comdr. Francis P. Bergeister, Tenth Coast Guard District office to Headquarters (Supply Division).
- Lt. Comdr. Walter W. Collins, Tenth Coast Guard District office to *Pandora* (CO).
- Lt. Comdr. Adriaan De Zeeuw, Twelfth Coast Guard District office to *Bramble* (CO).
- Lt. Comdr. Robert W. Goehring, *Storis* to Headquarters (Budget Division).
- Lt. Comdr. Allen E. Holst, *Winnebago* to Headquarters (Shore Units Division).
- Lt. Comdr. Corliss B. Lambert, Academy to *Gresham* (XO).
- Lt. Comdr. Gerret B. Lok, *Balsam* to Twelfth Coast Guard District office.
- Lt. Comdr. George T. Murati, *Mendota* to Academy.
- Lt. Comdr. Gustaf A. Nordling, Western inspector's office to Twelfth Coast Guard District office (Finance and Supply Division).
- Lt. Comdr. Gustave W. Pearson, Eastern inspector's office to Academy.
- Lt. Comdr. David B. Sollenberger, Twelfth Coast Guard District office to Fourteenth Coast Guard District office (Finance and Supply Division).
- Lt. Comdr. George V. Stepanoff, *Argo* to *Laurel* (CO).
- Lt. Comdr. Walter M. Stephens, Second Coast Guard District office to Air Station, St. Petersburg, Fla. (P&S).
- Lt. Comdr. William L. Sutter, *Evergreen* to First Coast Guard District office (pending further assignment).
- Lt. Comdr. Claude G. Winstead, Academy to *Kukui* (XO).

The following changes in assignments were made during the week ending August 29:

- Lt. Comdr. Gerald T. Applegate, Headquarters to Harvard University School of Business Administration.
- Lt. Comdr. Sidney K. Broussard, orders merchant marine detail, Bremerhaven, Germany, to marine inspection, Cleveland, Ohio, amended; to marine inspection, Chicago, Ill.
- Lt. Comdr. Norman H. Church, Fourth Coast Guard District office to Seventh Coast Guard District office.
- Lt. Comdr. Louis B. Kendall, Yard to Headquarters (Electronics Engineering Division).
- Lt. Comdr. William L. Sutter, First Coast Guard District office to Twelfth Coast Guard District office.
- Lt. Comdr. Edward C. Thompson, Academy to *Winona* (EO).

The following changes in assignments were made during the week ending September 5:

- Comdr. John N. Zeller, First Coast Guard District office to *Bibb* (XO).
- Lt. Comdr. Harold W. Parker, *Bibb* to First Coast Guard District office.

#### ORDERED HOME PENDING RETIREMENT

- Lt. Comdr. Ralph G. Jenkins, 30 years' service.
- Lt. Louis T. O'Neill, physical disability.
- Lt. Comdr. Gunnar Magnusson (R), physical disability.
- Boatswain Raymond E. Cash, 30 years' service.

## RETIREMENTS EFFECTIVE SEPTEMBER 1

## FOR PHYSICAL DISABILITY

Name and present rank:	<i>Retired rank</i>
Henry Y. Clements (Lieutenant)-----	Lieutenant. (*)
Marcus N. Cobb (Boatswain)-----	Lieutenant (jg). (*)
Robert Collins (Radio Electrician)-----	Radio Electrician. (*)
Wayne A. Cooper (C. E. M.)-----	C. E. M. (*)
James E. Devitt (Chief Pay Clerk)-----	Chief Pay Clerk. (*)
Joseph H. Savage (C. B. M.)-----	C. B. M. (*)

## FOR 20 YEARS' SERVICE, 10 YEARS OF WHICH COMMISSIONED

Sumner Chisholm (Chief Pay Clerk)-----	Chief Pay Clerk.
Arthur J. Craig (Lt. Comdr.)-----	Lt. Comdr.

## FOR 30 YEARS' SERVICE

Ernest Hulse (Chief Boatswain)-----	Lt. Comdr.
Clyde T. Solt (Lt. Comdr.)-----	Lt. Comdr.

## FOR AGE

Thomas A. Shanley (Rear Admiral)-----	Vice Admiral.
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## RETIREMENTS EFFECTIVE 1 OCTOBER 1947

## FOR PHYSICAL DISABILITY

Name and present rank:	<i>Retired rank</i>
Charles L. Dickerson (Gunner)-----	Gunner. (*)
George K. Martin (Chief Boatswain)-----	Boatswain. (*)

\*May be advanced on retired list to higher rank under secs. 8 (a) and 10, Public Law 305.





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